

## IN THE CLAIMS

Please amend the claims as follows:

1. (currently amended) A multi-purpose tow bar for a trailer having a frame mounted on a pair of primary wheels, the tow bar comprising: a first end portion for coupling to the frame in a towing position and for supporting a stabilizing wheel in a stabilizing position, and a second end portion for coupling to a moving vehicle in a towing position and for coupling to the frame in a stabilizing position, extending from the first portion at an angle, ~~whereby to change from the towing position to the stabilizing position~~, a direction of the tow bar is being reversed in order to change from the towing position to the stabilizing position such that in the towing position with the first end portion coupled to the frame the second end portion extends forwardly of the frame from one side toward a lateral centreline of the frame for coupling to a towing vehicle at a level which suspends a front end of the frame, and in a the stabilizing position with the second end portion is coupled to the frame ~~and~~ the first end portion extends forwardly of the frame for supporting the stabilizing wheel.
2. (original) The tow bar according to claim 1 in which the first end portion is substantially longer than the second end portion.
3. (original) The tow bar according to claim 1 in which the first end portion terminates in a tow coupling.
4. (original) A trailer adapted to be supported by a pair of primary wheels in a towing position and by the pair of primary wheels and a stabilizing wheel in a stabilizing position, comprising: a multi-purpose tow bar, comprising a first end portion for coupling to the frame in a towing position and for supporting a stabilizing wheel in a stabilizing position, and a second end portion for coupling to a moving vehicle in a towing position and for coupling to the frame in a towing position, extending from the intermediate portion at an angle, and a frame mounted on the pair of primary wheels, having for affixing the tow bar in a towing position, a first point of attachment adjacent to one of the primary wheels and a second point of attachment generally disposed at a lateral centre of the frame, such that a substantial portion of the first end portion extends generally along a lateral centreline of the frame, and for affixing the tow bar in a stabilizing

position, a third point of attachment adjacent to one of the primary wheels and a fourth point of attachment generally disposed near a front end of one side of the frame, such that the second end portion approaches a lateral centreline of the frame from one side, whereby to change from the towing position to the stabilizing position, a direction of the tow bar is reversed and the tow bar is removed from the first and second points of attachment and affixed to the third and fourth points of attachment.

5. (original) The trailer according to claim 4 further comprising, for affixing the tow bar in a stabilizing position, a fifth point of attachment generally centrally disposed along a front portion of a bottom member of the frame.

6. (original) The trailer according to claim 4 in which the first end portion is substantially longer than the second end portion.

7. (original) The trailer according to claim 4 in which the first point of attachment comprises a coupler affixed to the frame adjacent to the primary wheel.

8. (original) The trailer according to claim 6 in which the second point of attachment comprises a coupler affixed to a lowest member of the frame.

9. (original) The trailer according to claim 5 in which the third point of attachment comprises a coupler affixed to the frame adjacent to the primary wheel.

10. (original) The trailer according to claim 9 in which the fourth point of attachment comprises a coupler affixed to an axle supporting the primary wheels.

11. (original) The trailer according to claim 9 in which the coupler is formed integrally with a wheel coupling affixing the one of the primary wheels to an axle supporting the primary wheels.

12. (original) The trailer according to claim 9 in which the second end portion terminates in a tow coupling, and the third point of attachment comprises a bracket adapted to releasably receive the tow coupling.

13. (original) The trailer according to claim 9 in which the first point of attachment and the third point of attachment comprise the same coupler.

14. (original) A kit of parts for a trailer having a frame mounted on a pair of primary wheels, comprising: a multi-purpose tow bar, comprising a first end portion for coupling to the frame in a towing position and for supporting a stabilizing wheel in a stabilizing position, and a second end portion for coupling to a moving vehicle in a towing position and for coupling to the frame in a towing position, extending from the intermediate portion at an angle, and for affixing the tow bar in a towing position, a first coupler for mounting adjacent to one of the primary wheels and a second coupler for mounting generally at a lateral centre of the frame, and for affixing the tow bar in a stabilizing position, a third coupler for mounting adjacent to one of the primary wheels and a fourth coupler for mounting generally near a front end of one side of the frame, whereby a position of the tow bar can be changed from the towing position to the stabilizing position by reversing the tow bar, removing the tow bar from the first and second couplers and affixing the tow bar to the third and fourth couplers.

15. (original) The kit of parts according to claim 14 further comprising, for affixing the tow bar in a stabilizing position, a fifth coupler adapted to be affixed generally centrally along a front portion of a bottom member of the frame

16. (original) The kit of parts according to claim 14 in which the first end portion is substantially longer than the second end portion.

17. (original) The kit of parts according to claim 14 in which the first coupler is adapted to be affixed to the frame adjacent to the primary wheel.

18. (original) The kit of parts according to claim 17 in which the second coupler is adapted to be affixed to a lowest member of the frame.

19. (original) The kit of parts according to claim 15 in which the third coupler is adapted to be affixed to the frame adjacent to the primary wheel.

20. (original) The kit of parts according to claim 19 in which the fourth coupler is adapted to be affixed to an axle supporting the primary wheels.

21. (original) The kit of parts according to claim 19 in which the coupler is formed integrally with a wheel coupling affixing the one of the primary wheels to an axle supporting the primary wheels.

22. (original) The kit of parts according to claim 19 in which the second end portion terminates in a tow coupling, and the third coupler comprises a bracket adapted to releasably receive the tow coupling.

23. (original) The kit of parts of claim 18 wherein the first coupler and the third coupler comprise the same coupler.